

AC 61-119

INSTRUMENT RATING KNOWLEDGE TEST GUIDE



U.S. Department Of Transportation
Federal Aviation Administration

INSTRUMENT RATING KNOWLEDGE TEST GUIDE

1995

U.S. DEPARTMENT OF TRANSPORTATION
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Flight Standards Service

PREFACE

The Flight Standards Service of the Federal Aviation Administration (FAA) has developed this guide to help applicants meet the knowledge requirements for instrument rating certification.

This guide contains information about eligibility requirements, test descriptions, testing and retesting procedures, and sample test questions representative of those used in the official tests. Sample test questions and choices of answers are based on regulations, principles, and practices valid at the time this guide was printed. In addition, appendix 1 provides a list of reference materials and subject matter knowledge codes, and computer testing designees. The list of subject matter knowledge codes should be referred to when reviewing areas of deficiency on the airman test report. Changes to the subject matter knowledge code list will be published as a separate advisory circular.

The instrument rating test question bank and subject matter knowledge code list for all airmen certificates and ratings, with changes, may be obtained by computer modem from FedWorld at (703) 321-8020. This bulletin board service is provided by the U.S. Department of Commerce, 24 hours a day, 7 days per week. For technical assistance regarding computer software and modem requirements for this service, contact the FedWorld help desk at (703) 487-4608 from 7:30 a.m. to 5 p.m. EST, Monday through Friday.

This publication may be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402-9325 or from U.S. Government Printing Office bookstores located in major cities throughout the United States.

Comments regarding this guide should be sent to:

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Operations Support Branch, AFS-630
ATTN: Instrument Rating Certification Area Manager
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Oklahoma City, OK 73125

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INSTRUMENT RATING KNOWLEDGE TEST GUIDE

INTRODUCTION

The FAA has available hundreds of computer testing centers nationwide. These testing centers offer the full range of airman knowledge tests including military competence, instrument foreign pilot, and pilot examiner predesignated tests. Refer to appendix 1 in this guide for a list of computer testing designees.

This knowledge test guide was developed to be used by applicants preparing to take the instrument rating knowledge tests using a computer. This guide covers the areas of knowledge for the instrument rating. It also provides a foundation in those procedures established by Federal Aviation Regulations (FAR's) to ensure safe and orderly instrument flight operations within the national airspace.

Applicants preparing for the instrument knowledge test should use this guide to determine what type of questions to expect on the actual knowledge test. The FAA has developed a bank of questions covering the specific subject matter areas pertaining to the four instrument rating areas. These areas are:

Instrument Rating — Airplane

Instrument Rating — Helicopter

Instrument Rating — Foreign Pilot

Instrument Rating — Airship (when it becomes available with a change in the FAR's)

Knowledge tests for the instrument ratings listed above consist of a selection of questions in the areas that pertain to the FAR requirements, attitude instrument flying, flight planning, meteorology, the pilot's responsibility when operating under instrument flight rules (IFR); and IFR operations pertinent to preflight, departure, en route, and arrival. The instrument rating — foreign pilot test includes questions that pertain to instrument flight rules and related procedures. These tests can be administered by any authorized computer testing center.

ELIGIBILITY REQUIREMENTS

The general prerequisites for an instrument rating require that the applicant have a combination of experience, knowledge, and skill. For specific information pertaining to certification, an applicant should carefully review the appropriate sections of FAR Part 61 for instrument rating requirements.

Additionally, to be eligible for an instrument rating, applicants must:

1. Hold at least a current private pilot certificate with an aircraft rating appropriate to the instrument rating sought.
2. Be able to read, speak, and understand the English language.
3. Show satisfactory completion of ground instruction or home study course required by FAR Part 61 for the certificate or rating sought.
4. Present as personal identification an airman certificate, driver's license, or birth certificate showing that they meet the age requirements prescribed for the certificate sought no later than 2 years from the date of application for the test.

KNOWLEDGE AREAS ON THE TESTS

An applicant for the knowledge test for an instrument rating must have received ground instruction, or have logged home study in at least the following areas:

1. The FAR's that apply to flight under IFR conditions, the Airman's Information Manual (AIM), and the IFR air traffic system and procedures.
2. Dead reckoning appropriate to IFR navigation; IFR navigation by radio aids using the VOR, ADF, and ILS systems; and the use of IFR charts and instrument approach procedures.
3. The procurement and use of aviation weather reports and forecasts, and the elements of forecasting weather trends on the basis of that information and personal observation of weather conditions.
4. The safe and efficient operation of aircraft, as appropriate, under instrument weather conditions.

DESCRIPTION OF THE TESTS

All test questions are the objective, multiple-choice type, with three choices of answers. Each question can be answered by the selection of a single response. Each test question is independent of other questions, that is, a correct response to one does not depend upon, or influence the correct response to another.

A significant number of the questions are "category-specific" and appear ONLY on the airplane test, the helicopter test, or the airship test. The 20-question "added rating" tests are composed mostly of these "category-specific" questions. A 20-question "added rating" test is administered to an applicant who already holds an instrument rating in one category (airplane or helicopter) and wishes to meet the knowledge requirements for the other category. The "category-specific" questions pertain to such knowledge areas as recency of experience and weather minimums.

Tests developed from the instrument rating knowledge bank of questions:

Instrument Rating — Airplane
Instrument Rating — Rotorcraft/Helicopter
Instrument Rating — Airplane (Added Rating)
Instrument Rating — Rotorcraft/Helicopter (Added Rating)
Instrument Rating — Foreign Pilot
Instrument Flight Instructor — Airplane
Instrument Flight Instructor — Rotorcraft/Helicopter
Instrument Flight Instructor — Airplane (Added Rating)
Instrument Flight Instructor — Rotorcraft/ Helicopter (Added Rating)
Ground Instructor — Instrument

Ground instructor—instrument applicants should be prepared to answer any question that appears in the instrument question bank as they are expected to teach all instrument ratings.

The instrument rating—airplane and helicopter have 60 questions each and 2.5 hours is allowed for taking each test.

The instrument flight instructor—airplane and helicopter, the ground instructor—instrument, and the instrument rating—foreign pilot tests have 50 questions each and 2.5 hours is allowed for taking each test.

All added rating tests have 20 questions each and 1.0 hour is allowed for taking each test.

A score of 70 percent must be attained to successfully pass each test.

Communication between individuals through the use of words is a complicated process. In addition to being an exercise in the application and use of aeronautical knowledge, a test is also an exercise in communication since it involves the use of the written language. Since the tests involve written rather than spoken words, communication between the test writer and the person being tested may become a difficult matter if care is not exercised by both parties. Consequently, considerable effort is expended to write each question in a clear, precise manner. Make sure you carefully read the instructions given with each test, as well as the statements in each test item.

When taking a test, keep the following points in mind:

1. Answer each question in accordance with the latest regulations and procedures.
2. Read each question carefully before looking at the possible answers. You should clearly understand the problem before attempting to solve it.
3. After formulating an answer, determine which choice most nearly corresponds with that answer. The answer chosen should completely resolve the problem.
4. From the answer given, it may appear that there is more than one possible answer. However, there is only one answer that is correct and complete. The other answers are either incomplete or are derived from popular misconceptions.
5. If a certain question is difficult for you, it is best to mark it for RECALL and proceed to the other questions. After you answer the less difficult questions, return to those which you marked for recall and answer them. The recall marking procedure will be explained to you prior to starting the test. Although the computer should alert you to unanswered questions, make sure every question has an answer recorded. This procedure will enable you to use the available time to the maximum advantage.
6. When solving a calculation problem, select the answer nearest to your solution. The problem has been checked with various types of calculators; therefore, if you have solved it correctly, your answer will be closer to the correct answer than any of the other choices.

TAKING A KNOWLEDGE TEST BY COMPUTER

You should determine what authorization requirements are necessary before contacting or going to the computer testing center. Testing center personnel cannot begin the test until you provide them with the proper authorization, if one is required. A limited number of tests require no authorization. However, you should always check with your instructor or local Flight Standards District Office if you are not sure what kind of authorization you need to bring to the testing facility.

The next step is the actual registration process. Most computer testing centers require that all applicants contact a central 1-800 phone number. At this time you should select a testing site of your choice, schedule a test date, and make financial arrangements for test payment. You may register for tests several weeks in advance of the proposed testing date. You may also cancel your appointment up to 2 business days before test time, without financial penalty. After that time, you may be subject to a cancellation fee as determined by the testing center.

You are now ready to take the test. Remember, you always have an opportunity to take a sample test before the actual test begins. Your actual test is under a time limit, but if you know your material, there should be sufficient time to complete and review your test.

Within moments of completing the test, you will receive an airman test report, which contains your score. It will list those subject matter knowledge areas where questions were answered incorrectly. **The total number of subject matter knowledge codes shown on the test report is not necessarily an indication of the total number of questions answered incorrectly.** These codes refer to a list of knowledge areas that can be found in appendix 1 of this guide. You can study these knowledge areas to improve your understanding of the subject matter.

Your instructor is required to review each of the knowledge areas listed on your airman test report with you, and complete an endorsement that remedial study was conducted in these deficient areas. The examiner may also quiz you on these areas of deficiency during the practical test.

The airman test report, which must show the computer testing company's embossed seal, is an important document. **DO NOT LOSE THE AIRMAN TEST REPORT** as you will need to present it to the examiner prior to taking the practical test. Loss of this report means that you will have to request a duplicate copy from the FAA in Oklahoma City. This will be costly and time consuming.

CHEATING OR OTHER UNAUTHORIZED CONDUCT

Computer testing centers follow rigid testing procedures established by the FAA. This includes test security. When entering the test area, you are permitted to take only scratch paper furnished by the test administrator and an authorized aviation computer, plotter, etc., approved for use in accordance with FAA Order 8080.6, Conduct of Airmen Knowledge Testing via the Computer Medium, and AC 60-11, Aids Authorized for Use by Airman Written Test Applicants. The FAA has directed testing centers to stop a test any time a test administrator suspects a cheating incident has occurred. An FAA investigation will then follow. If the investigation determines that cheating or other unauthorized conduct has occurred, any airman certificate that you hold may be revoked, and you may not be allowed to take a test for 1 year.

RETESTING PROCEDURES

If the score on the airman test report is 70 percent or above, it is valid for 24 calendar months. The ground instructor instrument and instrument foreign pilot tests do not have an expiration date. You may elect to retake any test, in anticipation of a better score, after 30 days from the date your last test was taken. Prior to retesting, you must give your current airman test report to the computer testing administrator. Remember, the score of the **latest** test you take will become the official test score. The FAA will not consider allowing anyone with a passing score to retake a test before the 30-day remedial study period.

A person who fails a knowledge test may apply for retesting before 30 days of the last test providing that person presents the failed test report and an endorsement from an authorized instructor certifying that additional instruction has been given, and the instructor finds the person competent to pass the test. A person may retake a failed test after 30 days without an endorsement from an authorized instructor.

EXPLANATION OF THE SAMPLE TEST

The sample questions in this guide are similar to the instrument rating test questions.

Knowledge in all areas presented in the study guide, not just the ability to respond to sample test questions, should be the goal in preparing for the test. For example, applicants should expect to encounter many test

questions dealing with detailed ATC procedures, and may prepare themselves for such test questions by careful study of Part I of the Airman's Information Manual.

Correct responses, references, and detailed explanations for the sample test questions are included with the test questions.

This sample test is based on an instrument flight from the Reno Cannon International Airport in Reno, Nevada, to the Bishop Airport in Bishop, California. A completed flight plan, navigational log, and airplane information sheet are provided for information purposes.

The sample questions, responses, and analyses are based on procedures and regulations in effect at the time of preparation of this publication. When taking the test, always use the most current information available.

SAMPLE TEST QUESTIONS AND ANSWERS

1. When is the VOR navigation system required to be checked for bearing error limits before operating under instrument flight rules?

- A—Within 10 days or 10 aircraft hours, whichever occurs first.
- B—Within the last 30 days.
- C—Within the last 60 days.

Answer B—Subject Matter Code: B10 (FAR Section 91.171), VOR equipment check for IFR operation.

2. What experience must the pilot have to conduct a flight under IFR as pilot in command in an airplane?

- A—Passed an instrument competency check in the category of aircraft involved within the preceding 6-month period.
- B—Have had 6 hours simulated instrument time and three approaches in airplanes within the preceding 6-month period.
- C—Have 3 hours' simulated instrument time in airplanes and 3 hours in helicopters in the preceding 6-month period.

Answer A—Subject Matter Code: A20 (FAR Section 61.57E(1)e). If a pilot passes a competency check, the pilot does not have to meet the recent instrument experience requirements.

NOTE: The questions pertain to a proposed IFR flight from Reno Cannon International Airport, in Reno, Nevada, to the Bishop Airport in Bishop, California.

The route of flight is given in figure 1, block 8. Information which pertains to your aircraft is given in figure 1. Additional information required to complete the flight time computation is given in figure 2.

3. (Refer to figure 1, and the previous NOTE.) What aircraft equipment code should be entered in block 3 of the flight plan?

- A—A.
- B—T.
- C—U.

Answer C—Subject Matter Code: J15 (AIM paragraph 5-7). In block 3 of the flight plan, you enter the designation of the aircraft followed by a slash and a letter for the equipment code. Figure 1 indicates only a transponder with Mode C.

4. (Refer to figure 1.) What CAS must be used to maintain the filed TAS at the flight planned altitude if the OAT is -15°C?

- A—137 KCAS.
- B—142 KCAS.
- C—148 KCAS.

Answer B—Subject Matter Code: H06 (AC 61-23, chapters VI and VII). In the center of the computer side of your flight computer, on the right side, put the air temperature of -15° over the altitude of 17,000 feet (from block 7 of the flight plan, figure 1) then on the outer scale, find TAS of 185 (from block 4) which is over calibrated airspeed on the inner scale of 142 knots.

5. (Refer to figures 1 and 2.) (Use the FD excerpt below for RNO and use the entry closest to the flight planned altitude. Use the variation given for the FMG VORTAC site in figure 2.) What is the entry to be made in block 10 of the flight plan shown in figure 2?

FT	6000	9000	12000	18000
RNO		1920+02	2038-05	2258-15

- A—1 hour 19 minutes.
- B—1 hour 24 minutes.
- C—1 hour 29 minutes.

Answer B—Subject Matter Code: H06 (AC 61-23, chapters VI and VII). To determine the estimated time en route to be entered in block 10, you must complete the flight planning log in figure 2.

Note that the variation on figure 2 is 16E, which is magnetic variation of 16° E. Subtract this from 220° (to convert wind from true to magnetic). Compute the groundspeed by use of wind, magnetic course, and true airspeed. By using groundspeed and distance, you can determine the time for each leg. Computed time is 1 hour 24 minutes and 12 seconds, which is nearest the listed response of 1 hour 24 minutes.

6. (Refer to figure 3.) Under which flight condition or location does the MUSTANG TWO DEPARTURE terminate?

- A—At the FMG VORTAC.
- B—When arriving at the flight planned altitude or altitude as amended by ATC.
- C—When arriving at YERIN intersection.

Answer A—Subject Matter Code: J16. The departure route description at the bottom of the SID on figure 3 indicates that aircraft climbs via IRNO North LOC course to SPK, then right turn to FMG VORTAC or assigned route.

7. (Refer to figure 3.) What is the minimum rate of climb required to meet the Mustang Two Departure, RWY 34L, at 140 knots ground speed? (Mustang Two Departure, RWY 34L)

- A—270 FPM.
- B—583 FPM.
- C—700 FPM.

Answer C—Subject Matter Code: J16. On figure 3, the note in the middle of the SID requires a minimum climb rate of 270 feet per NM to 6,700 feet. At a groundspeed of 140 knots, 2.333 NM is traveled in 1 minute. This requires a climb rate of approximately 630 FPM. ($2.333 \times 270 = 630$) (any climb rate over 630 FPM will be satisfactory). An easy way to calculate rate-of-climb requirements is to use the rate-of-climb table in the instrument approach procedures legend.

8. (Refer to figure 4.) What is the visibility requirement for your aircraft approach category?

- A—1-1/4 statute mile.
- B—1-1/2 statute mile.
- C—1-3/4 statute mile.

Answer B—Subject Matter Code J18 (AIM paragraph 5-46). For the VOR-A approach at BISHOP, the minimum descent altitude (MDA) for Category B aircraft is 7,400 feet with 1-1/2 mile visibility. The VSO on figure 1 is given as 74. 1.3 VSO is 96 knots, which is Category B.

9. When using a 2-bar VASI system, what visual indication should be observed when on the VASI glidepath approaching a runway?

- A—Two bars on the left side of the runway; the far bars red and the near bars white.
- B—Two bars on the left side of the runway and two bars on the right side of the runway; the far bars red and near bars white.
- C—Two bars on the right side of the runway; the far bars red and the near bars white.

Answer A—Subject Matter Code: J03 (AIM paragraph 2-2). The light units are on the left side of the runway on 2-bar VASI's. When on the VASI glidepath, near lights are white and the far lights are red.

10. (Refer to figure 5.) Which VOR equipment check is acceptable on the northwest end of taxiway A at Reno Cannon International?

- A—OBS set to 229, CDI centered, TO/FROM shows FROM, and the DME indicates ~~5.5~~ NM.
- B—OBS set to 059, CDI indicates 2° to the right, TO/FROM shows TO, and the DME indicates blank.
- C—OBS set to 239, CDI indicates 3° to the left, TO/FROM shows TO, and the DME indicates ~~5.5~~ NM.

Answer B—Subject Matter Code: B10. At Reno Cannon International, the VOR DME equipment check listed under VOR receiver checkpoints on figure 5 indicates that at the northwest end of taxiway A, there is a ground check on the 239° radial from the facility, which is 5.5 NM. Set the OBS to 059° (239° minus 180°) and the TO/FROM indicator indicates TO. The CDI indicates 2° to the right, which is acceptable as the FAR requires you to be within plus or minus 4° on ground checks. The blank DME is acceptable because VOR checks require no DME verification.

APPENDIX 1

LIST OF REFERENCE MATERIALS AND SUBJECT MATTER KNOWLEDGE CODES

The publications listed in the following pages contain study material you need to be familiar with when preparing for instrument rating knowledge tests. All of these publications can be purchased through U.S. Government bookstores, commercial aviation supply houses, or industry organizations. The latest revision of the listed references should be requested. Additional study material is also available through these sources that may be helpful in preparing for knowledge tests.

The subject matter knowledge codes establish the specific reference for the knowledge standard. When reviewing results of your knowledge test, you should compare the subject matter knowledge code(s) on your airman test report to the ones found below. This will be helpful for both review and preparation for the practical test.

FAR 61 Certification: Pilots and Flight Instructors

- A20 General
- A21 Aircraft Ratings and Special Certificates
- A23 Private Pilots
- A24 Commercial Pilots
- A26 Flight Instructors

FAR 91 General Operating and Flight Rules

- B07 General
- B08 Flight Rules – General
- B09 Visual Flight Rules
- B10 Instrument Flight Rules
- B11 Equipment, Instrument, and Certification Requirements
- B12 Special Flight Operations
- B13 Maintenance, Preventive Maintenance, and Alterations

FAR 97 Standard Instrument Approach Procedures

- B97 General

NTSB 830 Rules Pertaining to the Notification and Reporting of Aircraft Accidents or Incidents and Overdue Aircraft, and Preservation of Aircraft Wreckage, Mail, Cargo, and Records

- G10 General
- G11 Initial Notification of Aircraft Accidents, Incidents, and Overdue Aircraft
- G12 Preservation of Aircraft Wreckage, Mail, Cargo, and Records
- G13 Reporting of Aircraft Accidents, Incidents, and Overdue Aircraft

AC 61-23 Pilot's Handbook Of Aeronautical Knowledge

- H03 Flight Instruments
- H04 Airplane Performance
- H05 Weather
- H06 Basic Calculations Using Navigational Computers or Electronic Calculators

- H07 Navigation
- H09 Appendix 1: Obtaining FAA Publications

AC 61-21 Flight Training Handbook

- H62 Emergency Flight by Reference to Instruments

AC 61-27 Instrument Flying Handbook

- I01 Training Considerations
- I02 Instrument Flying: Coping with Illusions in Flight
- I03 Aerodynamic Factors Related to Instrument Flying
- I04 Basic Flight Instruments
- I05 Attitude Instrument Flying—Airplanes
- I06 Attitude Instrument Flying—Helicopters
- I07 Electronic Aids to Instrument Flying
- I08 Using the Navigation Instruments
- I09 Radio Communications Facilities and Equipment
- I10 The Federal Airways System and Controlled Airspace
- I11 Air Traffic Control
- I12 ATC Operations and Procedures
- I13 Flight Planning
- I14 Appendix: Instrument Instructor Lesson Guide — Airplanes
- I15 Segment of En Route Low Altitude Chart

AC 00-6 Aviation Weather

- I20 The Earth's Atmosphere
- I21 Temperature
- I22 Atmospheric Pressure and Altimetry
- I23 Wind
- I24 Moisture, Cloud Formation, and Precipitation
- I25 Stable and Unstable Air
- I26 Clouds
- I27 Air Masses and Fronts
- I28 Turbulence
- I29 Icing
- I30 Thunderstorms
- I31 Common IFR Producers
- I32 High Altitude Weather
- I36 Glossary of Weather Terms

AC 00-45 Aviation Weather Services

- I40 The Aviation Weather Service Program
- I41 Surface Aviation Weather Reports
- I42 Pilot and Radar Reports and Satellite Pictures
- I43 Aviation Weather Forecasts
- I44 Surface Analysis Chart
- I45 Weather Depiction Chart
- I46 Radar Summary Chart

- I47 Significant Weather Prognostics
- I48 Winds and Temperatures Aloft
- I49 Composite Moisture Stability Chart
- I50 Severe Weather Outlook Chart
- I51 Constant Pressure Charts
- I52 Tropopause Data Chart
- I53 Tables and Conversion Graphs

AIM Airman's Information Manual

- J01 Air Navigation Radio Aids
- J02 Radar Services and Procedures
- J03 Airport Lighting Aids
- J04 Air Navigation and Obstruction Lighting
- J05 Airport Marking Aids and Signs
- J06 Airspace — General
- J07 Class G Airspace
- J08 Controlled Airspace
- J09 Special Use Airspace
- J10 Other Airspace Areas
- J11 Service Available to Pilots
- J12 Radio Communications Phraseology and Techniques
- J13 Airport Operations
- J14 ATC Clearance/Separations
- J15 Preflight
- J16 Departure Procedures
- J17 En Route Procedures
- J18 Arrival Procedures
- J19 Pilot/Controller Roles and Responsibilities
- J21 Emergency Procedures — General
- J22 Emergency Services Available to Pilots
- J23 Distress and Urgency Procedures
- J24 Two-Way Radio Communications Failure
- J25 Meteorology
- J26 Altimeter Setting Procedures
- J27 Wake Turbulence
- J29 Potential Flight Hazards
- J30 Safety, Accident, and Hazard Reports
- J31 Fitness for Flight
- J32 Type of Charts Available
- J33 Pilot Controller Glossary
- J34 Airport/Facility Directory
- J35 En Route Low Altitude Chart
- J36 En Route High Altitude Chart
- J39 Terminal Area Chart
- J40 Standard Instrument Departure (SID) Chart
- J41 Standard Terminal Arrival (STAR) Chart
- J42 Instrument Approach Procedures (IAP)

AC 67-2 Medical Handbook For Pilots

- J52 Hypoxia
- J56 Alcohol
- J57 Drugs and Flying
- J58 Carbon Monoxide
- J59 Vision
- J60 Night Flying
- J61 Cockpit Lighting
- J62 Disorientation (Vertigo)
- J63 Motion Sickness
- J64 Fatigue
- J65 Noise
- J66 Age
- J67 Some Psychological Aspects of Flying

Additional Advisory Circulars

- K01 AC 00-24, Thunderstorms
- K02 AC 00-30, Rules of Thumb for Avoiding or Minimizing Encounters with Clear Air Turbulence
- K04 AC 00-54, Pilot Wind Shear Guide
- K23 AC 20-121, Airworthiness Approval of Airborne Loran C Systems for Use in the U.S. National Airspace System
- K40 AC 25-4, Inertial Navigation System (INS)
- K80 AC 60-4, Pilot's Spatial Disorientation
- L50 AC 91-6, Water, Slush, and Snow on the Runway
- L53 AC 91-14, Altimeter Setting Sources
- L57 AC 91-43, Unreliable Airspeed Indications
- L59 AC 91-46, Gyroscopic Instruments – Good Operating Practices
- L61 AC 91-50, Importance of Transponder Operation and Altitude Reporting
- L62 AC 91-51, Airplane Deice and Anti-Ice Systems
- L70 AC 91-67, Minimum Equipment Requirements for General Aviation Operations Under FAR Part 91
- M51 AC 20-117, Hazards Following Ground Deicing and Ground Operations in Conditions Conducive to Aircraft Icing

FAA Accident Prevention Program Bulletins

- V01 FAA-P-8740-2, Density Altitude
- V02 FAA-P-8740-5, Weight and Balance
- V03 FAA-P-8740-12, Thunderstorms
- V04 FAA-P-8740-19, Flying Light Twins Safely
- V05 FAA-P-8740-23, Planning your Takeoff
- V06 FAA-P-8740-24, Tips on Winter Flying
- V07 FAA-P-8740-25, Always Leave Yourself an Out
- V08 FAA-P-8740-30, How to Obtain a Good Weather Briefing
- V09 FAA-P-8740-40, Wind Shear
- V10 FAA-P-8740-41, Medical Facts for Pilots
- V11 FAA-P-8740-44, Impossible Turns
- V12 FAA-P-8740-48, On Landings, Part I
- V13 FAA-P-8740-49, On Landings, Part II
- V14 FAA-P-8740-50, On Landings, Part III

V15 FAA-P-8740-51, How to Avoid a Midair Collision

V16 FAA-P-8740-52, The Silent Emergency

NOTE: AC 00-2, Advisory Circular Checklist, transmits the status of all FAA advisory circulars (AC's), as well as FAA internal publications and miscellaneous flight information such as Airman's Information Manual (AIM), Airport/Facility Directory, practical test standards, knowledge test guides, and other material directly related to airman certificates and ratings. To obtain a free copy of AC 00-2, send your request to:

U.S. Department of Transportation
General Services Section, M45.3
Washington, DC 20590

COMPUTER TESTING DESIGNEES

The following is a list of the computer testing designees authorized to give FAA knowledge tests. This list should be helpful in choosing where to register for a test or for requesting additional information.

Aviation Business Services
1-800-947-4228
outside U.S. (415) 259-8550

Drake Prometric
1-800-359-3278
outside U.S. (612) 896-7702

Sylvan Learning Systems, Inc.
1-800-967-1100
outside U.S. (410) 880-0880, Extension 8890

The latest listing of computer testing center locations may be obtained through FedWorld, (703) 321-8020, in the FAA library file named TST_SITE. For technical assistance, contact the FedWorld help desk at (703) 487-4608.

APPENDIX 2

Figure 1, Completed Flight Plan, Figure 2, Flight Planning Log, Figure 3, Mustang Two Departure, Figure 4, VOR-A Approach, Bishop, (BIH) CALF, and Figure 5, Excerpt from the Airport Facility Directory, cannot be loaded to FedWorld at this time. These figures may be obtained through publication AC 61-119, Instrument Rating Knowledge Test Guide.